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IN THE SPECIFICATION

Please replace/insert the following paragraphs:

Page 1, insert after title, but before first paragraph:

FIELD OF THE INVENTION

Page 1, insert prior to second paragraph:

BACKGROUND OF THE INVENTION

Page 2, insert after first full paragraph:

SUMMARY OF THE INVENTION

Page 2, third full paragraph through page 4, second to last paragraph:

Thus, according to the present invention, there is provided a vehicle driveline and suspension arrangement. In the invention, the wheel support extending to the gearbox, protects the cardan shaft between the output shaft of the gear and the wheel drive shaft from mechanical damage and harmful environmental influences. Since the length of the longitudinal extending swinging arms does not affect the length and width of the vehicle, ~~longitudinal swinging arms longer than the transverse swinging arms may be used and longer spring travel can therefore be achieved, giving rise to a short overall length with trailing longitudinal swinging arms.~~

The integral design of the wheel support as [[a]]part of each longitudinal swinging arm ~~as specified in claim 2,~~ provides ~~a wheel suspension an arrangement~~ having a small number of components~~[[.]]thus~~ simplifying maintenance.

~~The wheel support as specified in claim 3, provides a low unsprung mass for the longitudinal swing arm.~~

~~An advantageous embodiment of the invention consists in each longitudinal swinging arm being guided in its swivel plane at a certain distance from its point of~~

~~articulation on the gearbox. By means of such guidance it is possible to reduce the loading of the gearbox considerably in the area of the point of articulation and of the hinge bolt and its mounting, since the guide absorbs most of the lateral forces acting on the wheels.~~

Technically simple guidance of the swinging arms of the chassis is provided by the following arrangements. In a first arrangement, each swinging arm is guided on the chassis 1,2 by a guide 15 mounted on the chassis and a slide 14 mounted on the swinging arm. The slide 14 is slideably mounted in the guide 15 to constrain lateral movement of the swinging arm. The guide 15 is located longitudinally between the pivot axis 6 of the swinging arm 16 on the chassis and the drive shaft 12. In a second arrangement, the guide 15 is located on the opposite side of the drive shaft 12 from the swing arm pivot axis 6. In a third arrangement, each swinging arm 16 is guided against lateral movement by a transverse swinging arm 22 mounted on the chassis 1,2. is achieved by means of a longitudinal guide which is arranged on the gearbox and which interacts with a slide that can be swivelled with the longitudinal swinging arm. Further appropriate measures regarding the arrangement and design of the guide are described in claims 6 to 8.

By means of such guidance it is possible to reduce the loading of the chassis considerably in the area of the pivoting of the swinging arms on the chassis, since the guide absorbs most of the lateral forces acting on the wheels.

In order to minimize torque to be transmitted by the drive shafts, cardan shaft driving the wheel, and hence also the external dimensions of the cardan drive shaft itself themselves, a reduction gear may be mounted in the wheel support ~~according to the invention~~.

~~A shutter may be provided to facilitate inspection and repair of the brake. The brake disc of a wheel brake may be installed in the wheel support extension housing, the brake disc being arranged in the drive line behind the cardan shaft, and the brake saddle being able to be swivelled in and out of its active position with a shutter covering an opening in the wall of the wheel support extension housing. The arrangement may include~~

a wheel brake comprising a brake disc 26 and a brake saddle 27 mounted in the housing 24 which extends toward the gearbox 25, and wherein the brake saddle 27 is pivotable between active and inactive positions, the housing including a shutter 28 covering an opening in the wall of the housing and the brake being accessible through the shutter 28.
Such an installation facilitates easy inspection and repair of the brake.

BRIEF DESCRIPTION OF THE DRAWINGS

The invention will now be described by way of example only, with reference to the accompanying drawings in which:~~In the drawings which illustrate exemplary embodiments of the invention, where:~~

Fig. 1 is a first embodiment of a vehicle driveline and wheel suspension with a longitudinal swinging arm guided in a straight guide, in a side elevation,

Fig. 2 is a plan view of the vehicle driveline and wheel suspension according to Fig. 1 from above,

Fig. 3 is a side view of a second embodiment of a vehicle driveline and wheel suspension with a longitudinal swinging arm guided by means of transverse swinging arms;

Fig. 4 is a plan view of the vehicle driveline and wheel suspension according to Fig. 3 from above;

Fig. 5 is a side view of a third embodiment of a vehicle driveline and wheel suspension with a reduction gear installed in the gearbox, in contrast to the embodiments shown in Figs. 1 to 4; and

Fig. 6 is a plan view of the vehicle driveline and wheel suspension according to Fig. 5.

DETAILED DESCRIPTION OF THE INVENTION

Figs. 1 and 2 relate to a vehicle driveline and wheel suspension for a field tractor, of which only two gearboxes 1 and 2, combined to form one unit, are shown. The front gearbox 1 contains a driving gear; a differential gear 3 is housed in the rear gearbox 2 for driving the rear unarticulated wheels 4 of the vehicle. The driven shafts 5 of differential gear 3, extend from the right and left of gearbox 2.

Page 5, first full paragraph:

Compared to the predetermined gauge of the field tractor, the width of gearbox 2 is small. Since wheel bearings 9 are to be located as close to wheel 4 as possible, a cardan shaft 12 is used to transmit power from driven shaft 5 to reduction gear 11. The cardan shaft 12 equalizes is in two halves which can slide relative to each other in the known manner to accommodate the relative movements between ~~the components~~ shaft 5 and reduction gear 11 resulting from movements of the ~~vehicle~~ swinging arm 16. The arrangement of reduction gear 11 in wheel support 8 is such that the torque loading of cardan shaft 12 remains low because of its high speed and cardan shafts with small dimensions can be used.